

POSTAL BILL PASSED

House Acts Finally After Day of Wrangling.

RAILROADS SHOWN FAVORS

Efforts to Decrease Pay for Transportation of Mails Blocked in Committee of the Whole, but House Makes Some Changes—Increases for Clerks and Carriers Reported.

The House of Representatives, in Committee of the Whole, stood today for the railroad bill. The result of its deliberations was that all attempts to save the government the several million dollars a year which are now paid the railroads in excess of what they would receive if the payments made them were computed on a just and equitable basis, were defeated. Later, however, the House proper replaced some of the provisions eliminated by the Committee of the Whole, and finally passed the bill.

Although the item for the payment of railroads is the largest in the bill, the paragraph relating to it is the shortest, being merely the following:

"For inland transportation by railroad routes, \$44,600,000."

When this paragraph was reached Mr. Murdock, of Kansas, who is largely instrumental for the agitation for a reduction in the amounts paid for transporting the mails, submitted an amendment providing that no part of the appropriation should be paid to any railroad the daily average weight of mail carried by which is determined by dividing the total weight carried in a given weighing period by any other divisor than the actual number of days in the weighing period.

The present practice is to divide by the total number of days less the number of Sundays. Numerous points of order that the amendment was new legislation were made, and were sustained by Chairman Currier, of the Committee of the Whole House, who based his ruling on a decision by former Solicitor General Phillips, who held that the term "working days" in the existing laws excluded Sundays.

Chair's Ruling Sustained.

An appeal from this decision was taken, but the chair was sustained by a vote of 72 to 14.

The next paragraph contained the proposed reduction in the rate of pay to railroads. Mr. Hodge, Representative of Iowa, a member of the committee on Post offices and Post-roads, made a point of order against the paragraph, and it went out. In the course of discussion on the point, Mr. Finley, Democrat, of South Carolina, said that an opportunity had been given representatives of the railroads to be heard on the subject, but he had been told they did not want to avail themselves of it.

Mr. Hodge vehemently protested against this statement as being a violation of the rights of the committee. "Was not the statement made in the gentleman's hearing?" asked Mr. Finley. "I will say in view of the situation that I myself said that if the railroads could not have more than two days, they would not enter upon the hearing," replied Mr. Hodge.

Mr. Overstreet, chairman of the committee, expressed regret that Mr. Hodge had precipitated the exposure of the committee proceedings, in violation of the rules. Mr. Finley warmly resented the chairman's remarks.

Hodge Prevents Another Reduction.

Later a point of order against the provision for additional pay to railroads for post-car service, also made by Mr. Hodge, was likewise sustained. Both these matters will come up for action in the House after the bill is completed by the Committee of the Whole.

Mr. Macon, of Arkansas, on a point of order, eliminated the entire provision for the pay of railway mail clerks for the reason that it made increases in their pay.

An amendment offered by Mr. Goebel, of Ohio, to increase by 20 per cent. the salaries of all clerks in post-offices of the first and second classes, was rejected on a point of order made by Chairman Overstreet.

The item of \$10,000 for printing the decisions of Attorneys General of the Post-office Department was reintroduced, with a proviso that the work be done at the government office.

An amendment offered by Mr. Crum, of Indiana, increasing the maximum salaries of attorneys general of the Post-offices from \$600 to \$800, was agreed to. Messrs. Clayton, of Alabama, and Greene, of Massachusetts, collaborated in an amendment providing that no fourth-class office shall be abolished until after fifteen days' notice has been given to the representative from the district in which the office is situated, who may be heard if he so desires.

Mr. Mann, of Illinois, made a point of order, saying it would be a dangerous thing to legislate that an executive officer should not issue an administrative act unless it conform to the wishes of a Representative in Congress.

Mr. Clayton and Mr. Clark, of Missouri, pleaded with Mr. Mann to withdraw the point of order, assuring him that while he was conversant with many things, he did not know anything about this particular matter, nor any of the difficulties with which a country Congressman had to contend. Mr. Mann was obdurate, and the point of order was sustained.

Pneumatic Tubes Unchanged.

On points of order made by Mr. Mann and Mr. Shirley, of Kentucky, the authorization in the bill for the Postmaster General to contract to the extent of \$1,288,720 for the extension of pneumatic-tube service in Baltimore, Cincinnati, Kansas City, Pittsburg, and San Francisco went out, leaving \$1,250,000 for the maintenance of the present service.

CONGRESS IN BRIEF.

By a vote of 42 to 28 the Senate defeated the resolution to exclude Reed Smoot, of Utah, consideration of the Alchick financial bill was commenced. At a night session the Senate passed the naval and river and harbor bills, and adjourned to-day.

The House passed the post-office appropriation bill, after a day of wrangling, and adjourned to-day.

Carriers are divided into five grades, with salaries ranging from \$600 to \$1,100, \$700 salaries being omitted. Railway mail clerks are divided into six grades below that of chief clerk, with salaries ranging from \$800 to \$1,700; the maximum salary of rural carriers is fixed at \$340.

An order was adopted directing the insertion in the bill by the enrolling clerks of the recommendations of the postal commission, relating to the readjustment of railway mail pay by the Postmaster General, beginning July 1 next. The changes are these: On routes carrying a daily average of from 5,000 to 48,000 pounds of mail, a reduction of 5 per cent; from 48,000 to 80,000 pounds, a reduction of 10 per cent; when the weight is above 80,000 pounds, \$18.30 per ton per mile per year. On land grant railroads, the reduction on weights from 5,000 to 48,000 pounds is 5 per cent, and for weights above the latter amount, \$17.10 per ton per mile per year.

At 4 o'clock the House adjourned until to-day.

NORTHEAST LINE WINS OUT

House District Committee Puts It on Union Station Bill.

Locomotive Smoke Law and Broad-Tire Bill as Riders, and Webber Bill Killed.

The House District Committee threw down the gauntlet to the Senate on the long desired street railroad through the Northeast section of Washington. In reporting the bill giving the various street railway lines access to the Union Station, the committee amended the bill in two important particulars.

The line from the Capital Traction Company's tracks on Florida avenue, along that thoroughfare and down Eighth street northeast to Pennsylvania avenue southeast, with a spur line along F street northeast from Eighth street to the Union Station, was authorized, and the Senate amendment allowing the Capital Traction Company to run its cars up North Capitol street and along K street northwest to Seventh street, was stricken out.

The Capital Traction Company was given a route to connect from the Union Station with its Seventh street tracks along Massachusetts avenue.

The bill, in the form in which it now comes from the House committee, is supported by petitions of citizens of the northeast section to the number of many thousands. That part of Washington has been working for ten years to get this line of communication, and the Capital Traction Company is ready to build the road as soon as authorization can be had from Congress.

The committee placed on the bill as riders the Sims smoke law, requiring railroad locomotives to comply with the District smoke law, and also the broad-tire bill, recently passed by the House, under which wagons carrying 4,000 pounds must have tires four inches wide.

The following bills were ordered favorably reported:

H. R. 2439, prohibiting the intermarriage of whites with negroes of Mongolian blood in the District.

H. R. 2128, to make the Barnaby road from its intersection with the Livingston road to the District line a public highway.

H. R. 1954, amending the fire-escape law passed last session so as to make it not imperative for owners of thoroughly fireproof buildings to erect fire-escapes according to the original provisions of the act.

H. R. 2530, adding inspector to the beneficiaries of the police pension law of the District.

H. R. 1974, to provide for the better regulation of births.

H. R. 2520, authorizing the extension of Park place northwest along the west line of the Soldiers' Home land with a width of forty feet.

The committee declined to report the Webber prohibition bill or the bill to license osteopaths. The Morrill resolution directing the Department of Commerce to investigate and report on all public service corporations in the District was also laid aside.

A favorable report on the Takoma Park library site and the authorization to accept a gift from Mr. Carnegie for a library was also withheld.

LOCAL BANK BILL OPPOSED.

Senate May Make Effort to Recall It from House.

It is expected that an effort will be made to-day in the Senate to recall from the House the bill passed Tuesday night providing a banking law for the District. Under the rules this may be done within three days after the passage of a bill.

There is strong opposition to the bill in the House. When it came up on report from the House District Committee two weeks ago, a storm of protest made it necessary for Chairman Babcock to withdraw it. The ground of objection is that the bill gives a monopoly to four private banking concerns, and excepts them from the terms of the proposed law.

Three District banking bills were introduced yesterday by Mr. Kline, of Pennsylvania, a member of the District Committee, and also of the subcommittee on corporations. By these bills he seeks to suggest that banks incorporated under State laws should be permitted to do business here if they come under the provisions of the national banking law and pay the taxes imposed on them. The same rule, he believes, should be applied to private bankers, and one of the bills he introduced allows private bankers to do business subject to the supervision of the national bank law, after paying a District license of \$500.

Yesterday was the last regular meeting day of the District Committee to consider the banking bill, which the House allowed to be withdrawn for two weeks. The general opinion of members of the District Committee and of members generally in the House is that there will be no legislation of the sort this session.

Larchmont Collision Facts Wanted.

The House yesterday passed the resolution, introduced by Mr. Granger, of Rhode Island, calling on the Secretary of Commerce and Labor for the results of the inquiry into the cause of the recent collision on Long Island Sound, by which the steamer Larchmont was sunk with great loss of life. The resolution calls for whether or not, and if so what measures have been taken by the department to prevent the recurrence of such collisions.

GAS COMPANY REPORT

Conferees Discuss La Follette Amendment.

STRONGER CLAUSE PROPOSED

Amendment Defining Length of School Day Is Thrown Out—Sixteenth Street Not to Be Called Washington Avenue—Further Conference to Be Held To-day.

The conferees on the District of Columbia appropriation bill held an all-day session yesterday.

It was the first meeting of the conferees, and the time was spent in going over the bill on general matters. The conferees on the part of the Senate are Senators Doolittle, Warren, and Tillman; on the part of the House, Representatives Gillette, Gardner, and Burleson.

Considerable discussion was had on the proposition to authorize surveys and plans for the treatment of Rock Creek, from Massachusetts avenue to the mouth of the stream.

No conclusion was reached, but it seems likely that the item will be allowed to stand. Similarly, the appropriation of \$5,000 for purchase and equipment of playgrounds was made the subject of debate, the House conferees showing a disposition to question the advisability of making the appropriation in the unguarded language employed by the Senate committee.

The amendment proposed by Senator Burdett, and adopted by the Senate, defining a school day, to begin at 9 a. m. and close at 4 p. m., was taken out because of the protests from many interested in the public schools.

The amendment proposed by Senator La Follette and adopted by the Senate, requiring the Washington Gaslight Company to make complete annual reports, caused much discussion. The majority of the Senate conferees desired that, if the amendment was to remain in the bill, it should be amended so as to call on the gas company for a statement of renewals and insurance reserve. This, it was stated, was urged by the attorney of the company as essential to a report of the business of the corporation.

Demand for a Strong Clause.

The reply was made to this that the company could show the items mentioned under the amendment as it stands, and that no further amendment was necessary to cover the objection. There was some suspicion that the amendment suggested was for the purpose of affording a chance to cover up renewals and disbursements.

The House conferees insisted unanimously that the amendment requiring the annual report should be made as strong as language could make it. They expressed approval of the La Follette amendment, and gave the Senate conferees to understand that if they could not get a stronger one they would insist on retaining that. They offered a substitute, however, for the next day's amendment, which they said would cover the ground completely. This amendment is as follows:

"Provided, That any association or corporation engaged in the manufacture and sale of gas for illuminating and fuel purposes in the District of Columbia, through its president or other duly authorized officer, shall make, on or before the first day of February in each year,

"Said report shall contain a detailed statement of the condition of the business of said association or corporation for the year ending December 31 next preceding, and such statement shall set forth, in actual cost of the property of such association or corporation used in the conduct of its business, the amount of paid up capital stock, the amount of the indebtedness of the association or corporation, the amount and cost of materials used in the making of gas, the amount of the average price per thousand cubic feet received for gas sold, the revenue from the sale of all by-products, the revenues from all other sources, the extensions and improvements made in the plant and works, the actual cost of the same, the amount expended for labor, the amount set aside for depreciation, the amount paid out of earnings for the payment of interest and dividends, the surplus after paying operating expenses and fixed charges, the statement of the operating expenses, to be itemized, the names of the stockholders and the amount of stock held in such association or corporation by each of them as of December 31 next preceding the date of such report."

"Any such association or corporation, not later than the fourth day of December, in the year 1907, shall make to Congress a sworn report in accordance with the requirements of this provision and showing the condition of its business for the year ending December 31, 1906."

Other Amendments Considered.

It was urged that this amendment was general, and included the Georgetown company as well as the Washington Gaslight Company, and was complete and clear in its terms.

The Senate conferees objected to the proposed amendment because they said, Senator La Follette had drawn his amendment with care and it ought to be all that was required.

The Senate amendment changing the name of Sixteenth street to Washington avenue, and that changing the name of Brightwood avenue to Georgia avenue were objected to by both sides of the conference, and it is regarded as likely that both amendments will be taken up and will probably finish their work and be ready to report their conclusions tomorrow.

TWO MONEY BILLS PASSED.

Senate Disposes of Naval and Waterways Measures Last Night.

At the session of the Senate last evening the bills making appropriations for the navy and for river and harbor improvements were passed.

There was little change in either of the bills as reported to the Senate. The item providing for the naval increase, which included two 28,000-ton battle ships, went through without controversy, the only change being in the language of the Senate amendment relating to the purchase of submarine boats, by which it is required that the boats purchased shall be the equals of those now in the navy or contracted for.

The expenditure carried by these two bills aggregates approximately \$194,000,000. They were passed in one hour and thirty minutes. The Senate adjourned to-day.

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FOR the purpose of increasing its working capital, enlarging its facilities, operating new stores and agencies, to meet the demand for its goods already created, the Regal Shoe Company offers for public subscription \$1,500,000 of its 7 per cent. Preferred stock. The Company has an authorized capital stock of \$5,000,000, of which \$2,500,000 is 7% preferred and \$2,500,000 is common, par value of each share \$100, full paid and non-assessable.

Only \$1,500,000 of the Preferred Stock is offered for public subscription at par value.

This Preferred Stock is preferred both as to assets and dividends, the dividends being payable quarterly on the first day of January, April, July and October of each year.

This stock is not issued to liquidate any indebtedness. The present owners—the founders—are not selling out the business. Every dollar received from this sale of \$1,500,000 of 7 per cent. Preferred Stock will be turned into the treasury of the corporation, and used for the immediate extension of its factory capacity, and for taking care of the business which is already assured.

In September, 1893, the Regal Shoe Company was started by a young man whose sole capital consisted of \$1500, a practical knowledge of the shoe business, indefatigable energy, and an idea. The original investment of \$1500 has grown into a business, the tangible assets and good will of which are worth more than \$5,000,000.

The Regal Shoe Company up to the present time has located its chain of stores in the most difficult places as far as competition is concerned—in the large cities of the country. Yet, in spite of this fact, it has achieved an unparalleled success.

In New York City, where retail shoe competition is keenest, \$32,000 worth of Regal shoes have been sold to individual purchasers in one day for cash at the standard retail prices—a record never equalled by any other shoe retailer.

Across the continent, in San Francisco, far from its base of supplies, one Regal store sells \$250,000 worth each year—the largest specialty shoe business in San Francisco.

The net earnings of the Regal Shoe business for the last 11 years have been in excess of the amount necessary to pay 7% dividends on the total issue of Preferred Stock, \$2,500,000, for the entire period, and it is estimated that the new capital will double the present net earnings.

The Regal business has shown an annual average increase of 49 1/2 per cent. each year of its existence, selling only through its 122 exclusive stores and a few established agencies. And yet, today, we are reaching only one-fifth of the population of the United States.

The few exclusive agencies we have been able to supply show an increase in volume of business for the year 1906 over 1905 of 129 per cent.

On December 31, 1906, we had on file 7,369 applications for agencies, but up to the present time, on account of manufacturing limitations, only forty could be accepted.

By increasing the capital so that the manufacturing and selling facilities can be enlarged adequately and immediately, Regal stores and agencies will be located in every city and important town in the United States, and thus the already-created demand for Regal shoes in the vast territory outside that now reached by the existing chain of Regal stores will be supplied.

An Exceptional Investment Opportunity

A BETTER opportunity to share in the profits of a thoroughly established business has never before been offered to the public, because never before have there existed conditions similar to those which make this offer of stock desirable.

The exceptional security of an investment in Regal Preferred is proven by tangible assets—property in plain sight, that can be seen and felt and counted.

The Corporation owns and operates at Whitman, Mass., the largest and most completely equipped factory devoted exclusively to the making of fine shoes. All cash on hand, buildings, box factory, shoe dressing laboratories, power, heat and light plant, all real and personal property, machinery and equipment; all shoes and leather; all supplies; all the Regal chain of retail stores from London to San Francisco; are owned by the Regal Shoe Company, free and unencumbered; no mortgages, no bonds. All these assets, together with a large surplus and depreciation fund already accumulated, positively secure the holders of Preferred Stock.

The Preferred Stock is further secured by the good will of the Regal business, foreign and domestic patents and the trade-mark "Regal," having a value in

the open market equal to more than the full amount of the total issue of Preferred Stock.

The stockholders are further protected by the following provision of the charter: "No mortgage or other lien shall be placed upon any of the property of the company without the consent of holders of a majority in interest of the Preferred Stock of the Company."

A statement by the Treasurer and Managing Director, E. J. Bliss, certified to by disinterested public accountants and appraisers of recognized authority, will be furnished to each purchaser of Preferred Stock, to the effect that the corporation owns, free and unencumbered, real, tangible assets of more than \$100 for each and every share of Preferred Stock sold, not including the value of good will, foreign and domestic trade-marks, patents and other similar assets owned by the Corporation.

The net earnings for the past 11 years have been in excess of the amount necessary to pay 7 per cent. dividends on the total issue of Preferred Stock, \$2,500,000, for the entire period. The latest years are the best. The current earnings are the largest in the history of the business.

Present Owners—The Founders—Not Selling Out

UP to the present time the Regal Shoe Company has been a close corporation, its ownership being vested exclusively in its founders, and each one has a keen interest in perpetuating the great success achieved.

The men actively engaged in the present management are young men in the prime of their powers, which fact eliminates for a long time the possibility of loss of prestige and earning capacity through the loss of the genius that created the business. They will continue to work on the same principles and according to the same methods which have been responsible for the rapid and profitable development of the business up to this date.

The interest which is held by them, represented by the Common Stock, cannot receive one cent of dividend until the full quarter's dividend has been paid at

the rate of 7 per cent. per annum on all the Preferred Stock outstanding.

The Regal Shoe Company is recognized by the shoe trade and by leading newspapers and other periodicals, like World's Work, System, National and McClure's, as being the leading shoe concern in the world, founded on the most successful and practical principles. It is frequently referred to by well known writers on business system as having the most efficient and systematic organization for the handling and perpetuation of its business.

All who are interested in this offer are cordially invited to inspect the factory at Whitman, Mass., and make a thorough investigation of the books, files and records of the Regal Company. Every facility will be afforded to all prospective purchasers of stock, or their representatives, who may come to the general offices of the Company to satisfy themselves of the soundness of the investment.

Sixty-Five Leading Banks in Largest Cities

From Boston to San Francisco, from St. Paul to New Orleans, have consented to act as depositories for receiving subscriptions and delivering stock certificates. A complete list of these banks will be mailed free on request. Or subscribers may remit direct to E. J. Bliss, Treasurer, Regal Shoe Company, 109 Summer street, Boston, Mass. Remittances should be made by express order, money order or certified check.

Subscriptions will be filled in order of their receipt.

Money will draw interest from the date the subscription is received by us. The Regal Shoe Company reserves the right to reject any application or to award a smaller amount than is applied for.

A Prospectus setting forth complete facts and data will be mailed free on request, or may be obtained by calling at any Regal store. Address all inquiries, E. J. Bliss, Treasurer, 109 Summer St., Boston, Mass.

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